

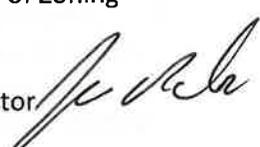
GOVERNMENT OF THE DISTRICT OF COLUMBIA
DEPARTMENT OF TRANSPORTATION



d. Policy, Planning and Sustainability Administration

MEMORANDUM

TO: Sara Bardin
Director, Office of Zoning

FROM: Jim Sebastian
Associate Director 

DATE: July 28, 2018

SUBJECT: ZC Case No. 17-14 – 500 Penn Street NE

This memorandum reviews the Applicant’s post-hearing submission (Exhibit 35). The table below reviews the Applicant’s responses to the three (3) unresolved conditions requested in DDOT’s report (Exhibit 29) but not resolved in the Applicant’s presentation at the June 14, 2018 Zoning Commission Hearing (Exhibit 32): retail parking pricing, off-site pedestrian improvements, and an access easement through the site for future use by the adjacent property.

Condition	Applicant Response	DDOT Evaluation
Retail parking pricing	Applicant does not agree to charge market rate fees for retail parking because “an affordable parking scenario is critical to the success of this evolving retail.”	DDOT continues to find that charging market rate retail is important to encourage non-auto travel to the site and an important component of the mitigations package to address the nine (9) intersections impacted by the subject development.
Off-site pedestrian improvements	Applicant proposes the following pedestrian improvements as shown in Figure 1 (Exhibit 35D): <ul style="list-style-type: none">• Sidewalk on the west side of 4th Street from New York Avenue to Penn Street• Crosswalks at the northbound and westbound approaches of the 4th Street & Penn Street intersection	DDOT offers the following review of the proposed pedestrian improvements: <ul style="list-style-type: none">• At the Zoning Commission Hearing, the Applicant agreed to improve the sidewalk along the north side of Penn Street up to the western crosswalk at the 5th Street & Penn Street intersection, including curb ramps and a crosswalk across Penn Street. DDOT finds this acceptable.• The sidewalk on the west side of 4th Street is expected to meet DDOT standards, including six (6) feet wide with a four (4) foot tree box. Aside from being required to

	<ul style="list-style-type: none"> • ADA-compliant curb ramps at the southwest and northeast corners of the 4th Street & Penn Street intersection • Non-standard ADA curb ramps at both movements of the southeast corner of the 4th Street & Penn Street intersection • High-visibility crosswalk along New York Avenue at 4th Street 	<p>meet DDOT standards, the tree box is needed to avoid an existing signal control box near the New York Avenue & 4th Street intersection.</p> <ul style="list-style-type: none"> • Curb ramps at the southeast corner of the 4th Street & Penn Street intersection must meet ADA requirements. DDOT reviewed the corner and finds that a blended transition can be installed in this location (2015 DDOT Standard Drawing 606.13), which would avoid potential conflicts with the stormwater inlet and fire hydrant and be significantly cheaper to install than a curb extension. DDOT has had additional coordination with the Applicant following the Post-Hearing Submission, and the Applicant is in agreement with installing a blended transition at this intersection. Given the constrained sidewalk space in this area, a minimum four (4) foot sidewalk should be provided in lieu of the six (6) sidewalk as shown in Standard Drawing 606.13. • DDOT also notes that as part of signalization of the 4th Street & Penn Street intersection, curb relocation work may be required in order to locate signal poles, which may alter the scope of work required at the intersection to implement the conditioned pedestrian improvements. <p>Exhibit 35D should be updated to address the comments above.</p>
Access easement	Applicant will provide a break-out panel on the east side of the project to accommodate potential future vehicular access. Any easement related to access would be reviewed and discussed in the future.	The Applicant’s proposal sufficiently addresses DDOT’s requested condition. DDOT agrees that providing a knock-out panel preserves possible alley access for the adjacent parcel and will work with that property owner in the future on site access options. DDOT notes that a knock-out panel that allows for two-way truck circulation (approximately 22 feet wide and 14 feet tall) should be pursued subject to insurmountable structural, utility, or other design conflicts, which will be determined as building design progresses. At a minimum, a knock-out panel sufficient to accommodate one-way truck traffic (approximately 11 feet wide and 14 feet tall) should be provided.

Map Legend	
Proposed Additions	
	ADA ramp
	H.V. Crosswalk
	Crosswalk
	Sidewalk
	Traffic Signal
	ADA ramp
Existing to Remain	
	ADA ramp
	ADA ramp

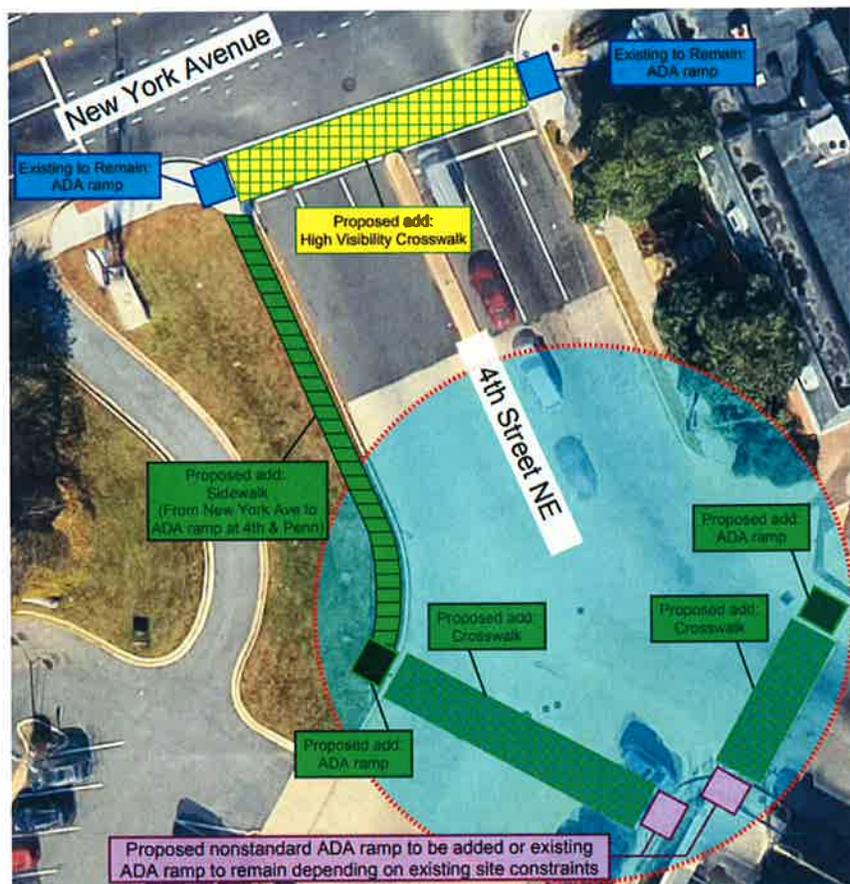


Figure 1 Applicant-proposed Pedestrian Improvements (Exhibit 35D)

DDOT looks forward to coordinating with the Applicant on the final design of the above conditions as building design progresses and through the public space permitting process.

JS:jr